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GEORGE M. WESTON, Editor.

NATIONAL REPUBLICAN.

Friday, August 9, 1861.

No advertisements or notices, except to regular advertisers, will be inserted without payment in advance.

The office of the *National Republican* has been removed to the northeast corner of Seventh and D streets, over W. D. Shepherd's bookstore.

OUT TO-DAY.

The *Weekly National Republican*, full of the most interesting and entertaining matter, is out to-day. If you want a paper containing a full account of all the important matters transpiring in and around the Federal Metropolis, buy the *National Republican*. Price four cents.

Extra Billy Smith's son, the editor of the late *Alexandria Sentinel*, has been elected printer of the Confederate Congress. Extra Billy is himself a Colonel, and in that capacity gets rations, if not pay.

Of the 1,354 commission and warrant officers in the navy, when secession commenced, 761 were from the free States and 593 from the slave States and the District of Columbia. Of these last, 321 had resigned down to the 1st of June.

In the Virginia State Convention now in session at Wheeling, the friends of a division of the State appear to be in the majority.

The income tax is in addition to the direct tax of twenty millions, and not a part of it, as erroneously reported in many newspapers.

The nineteenth Indiana regiment arrived at Baltimore yesterday morning.

Dr. ELIJAH WHITE, now of California, but better known to the country for his early and most honorable connection with Indian affairs in Oregon, has left for the Pacific, charged with a commission from the Indian Bureau, to use his influence to arrest the Indian wars which have broken out, or are threatened, in that quarter, and to collect information which may be useful to the Government. The appointment is made with the concurrence, and, indeed, upon the advice, of the Chairman of the Committee of the House and Senate upon Indian Affairs, and at the solicitation of Mr. Scholcraft and others best acquainted with what is needed to be done. We believe it promises much good, and at any rate it is an experiment which is not costly. The Commissioner of Indian Affairs, who is a thorough economist, limits the entire expense of Dr. White's mission to a maximum of five hundred dollars.

THE ENEMY'S SICK.—At Calpeper Court House, there were twelve hundred sick in the hospitals, before the late battle. At Charlottesville, the hospitals, since the battle, are reported to contain the same number, a portion of them, however, being wounded men. It is authentically known that Gen. Johnston left eighteen hundred men in his hospitals at Winchester, none of them wounded men. These facts exhibit losses of the enemy by disease, far exceeding what occurs in the national camps. The difference may be owing, in part, to greater exposure, laxer discipline, and want of medicine, but it must be due, in part, also, to that inferior vigor and endurance of Southern men, which was demonstrated by the comparative mortality lists of the Northern and Southern troops in the Mexican war.

EUROPE.—The *Europa* at Boston, brings Liverpool dates to July 27. She brings one hundred and fifty thousand dollars in specie. The general news by this arrival has been mostly anticipated.

In the House of Commons, Sir C. Wood asked for an appropriation of five millions of pounds for railways in India, as a means of developing the cotton product of that country. He believed that England would ultimately be rendered independent of America for cotton. This year he said that the supply from India will be three hundred thousand bales more than has ever been received from that quarter before.

Numerous accounts from the South concur in stating that the Confederates were very near giving up the battle of July 21 as lost, when our troops retreated. An officer of the Palmetto Guard writes to the *Charleston Mercury* that "the day was lost when our two regiments came up. Our troops were falling back, and had retired some distance. All along our line of march, men were retreating, and saying to us that we were defeated." The regular correspondent of the *Mercury* confirms this statement in the following language:

"Kemper's battery, followed by the seventh, Col. Cash, hurried to the scene of action. It was met along the way by numbers of the wounded, dying, and retreating, who declared the day had gone against us; that Sloan's regiment, the fourth, was cut to pieces; that Hampton's legion, coming to the rescue, and the Louisiana battalion, were annihilated; that Gen. Bee and Col. Hampton were mortally wounded, and Col. Ben Johnson killed; and that the Confederate forces were outflanked and routed, and the day lost. This was the prevailing tenor of the words that greeted us from the wounded and dying and the fugitives who met us during the last mile of our approach to the field of battle."

DEPARTMENTAL.

H. Kilburn, Esq., of Indiana, has been appointed Chief Clerk in the Census Bureau, which has been temporarily filled by Mr. Kennedy, the son of the Superintendent. There have been over eighty removals in the Patent Office since the first of June.

Lieut. H. Stevens, of the corps of engineers, has been dismissed from service, on account of being a defaulter to the Government. The President yesterday made the following additional appointments of Brigadier Generals of the volunteer force, viz: Col. E. D. Keyes, of the 11th infantry, U. S. A. Col. Fitz John Porter, of the 15th infantry, U. S. A. Henry H. Lockwood, late of the U. S. A., and long Professor of Gunnery and Mathematics in the Naval School at Annapolis.

THE BATTLE IN MISSOURI.

The annexed dispatch gives fuller accounts of the victory of the 2d instant. General Lyon's force is smaller than that of McCullough, but is superior in discipline and in arms, especially in artillery. No apprehensions are felt here for his safety.

Springfield, August 8, via St. Louis, August 7.—On Thursday, news reached here that the enemy were advancing on us in three columns, with a force numbering 20,000 men. General Lyon immediately set out to meet them with the second and third Missouri regiments from this city, the first and second Kansas regiments, and the first Iowa regiment; also with two or three companies of regular infantry and two or three companies of regular cavalry from Camp McClellan. About twelve miles west of here General Lyon encamped that evening, on Tyler creek, and on Friday advanced to Dug Springs, about nineteen miles southwest of Springfield, where he obtained intelligence of the enemy.

A fight took place between four and six o'clock that afternoon. A party of two hundred and seventy of General Lyon's cavalry, as previously reported, were crossing a ridge of high land, partially enclosed on the east by a valley, and when descending the hill, came upon a large force of the enemy's infantry, variously estimated at from two thousand to four thousand, and being unable to retreat, they charged and cut their way through with the loss of only five men. The lieutenant commanding the cavalry was killed, after killing eight of the rebels. Meantime the enemy appeared in large numbers moving along the valley, but they were put to flight by our artillery. Our infantry was not engaged. The rebels retreated southward to a place called McCullough's store, on the Fayetteville road.

The number of rebels found dead on the field amounted to forty, and some forty-four wounded were picked up.

General Lyon said to be strongly intrenched in close proximity to the enemy, and another battle is expected to take place.

It is said there is a body of five thousand men thirty miles west of us, who are coming in to attack us during the absence of General Lyon. We have here two companies of the third regiment Missouri volunteers, about seven or eight hundred Home Guard from the surrounding counties, and two pieces of artillery.

GEN. McDOWELL'S REPORT.

Gen. McDowell's report of the battle of July 21, was made on the 4th instant. He reports: Killed—19 officers and 462 non-commissioned officers and privates.

Wounded—64 officers, and 947 non-commissioned officers and privates.

He says, "Many of the wounded will soon be able to join the ranks, and will leave our total of killed and disabled from further service, under one thousand."

Of the missing, he says:

"The return of the missing is very inaccurate, the men supposed to be missing having fallen into other regiments and gone to Washington—many of the Zouaves to New York. In one brigade, the number originally reported at six hundred and sixteen, was yesterday reduced to one hundred and seventy-four. These reductions are being made daily. In a few days, a more correct return can be made."

His report concludes as follows:

"As my position may warrant, even if it does not call, for some explanation of the causes, as far as they can be seen, which led to the results herein stated, I trust it may not be out of place if I refer, in a few words, to the immediate antecedents of the battle. When I submitted to the General-in-Chief, in compliance with his verbal instructions, the plan of operations and estimate of force required, the time I was to proceed to carry it into effect was fixed for the 8th of July, Monday. Every facility possible was given to me by the General-in-Chief and heads of the administrative departments in making the necessary preparations. But the regiments, owing, I was told, to want of transportation, came over slowly. Many of them did not come across till eight or nine days after the time fixed upon, and went forward without my even seeing them, and without having been together before in a brigade. The sending reinforcements to General Patterson, by drawing off the wagons, was a further and unavoidable cause of delay. Notwithstanding the heroic efforts of the Quartermaster General, and his favoring me in every way, the wagons for ammunition, subsistence, &c., and the horses for the trains and the artillery, did not all arrive for more than a week after the time appointed to move. I was not even prepared as late as the 15th ultimo, and the desire I should move became great, and it was wished I should not, if possible, delay longer than Tuesday, the 16th ultimo. When I did set out, on the 16th, I was still deficient in wagons and subsistence. But I went forward trusting to their being procured in time to follow me. The trains thus hurriedly gathered together, with horses, wagons, drivers, and wagon managers, all new and unused to each other, moved with difficulty and disorder, and was the cause of a day's delay in getting the provisions forward, making it necessary to make on Sunday the attack we should have made on Saturday."

"I could not, with every exertion, get forward with the troops earlier than we did. I wished to go to Centerville the second day, which would have taken us there on the 17th, and enabled us, so far as they were concerned, to go into action on the 19th, instead of the 21st; but when I went forward from Fairfax Court-House, beyond Germantown, to urge them forward, I was told it was impossible for the men to march further. They had only come from Vienna, about, about six miles, and it was not more than six and a half miles farther to Centerville—in all a march of twelve and a half miles; but the men were foot weary, no much, I was told, by the distance marched, as by the time they had been on foot, caused by the obstructions in the road and the slow pace we had to move to avoid ambushes. The men were, moreover, unaccustomed to marching, their bodies not in condition for that kind of work, and not used to carrying even the load of light marching order."

"We crossed Bull Run with about 18,000 men of all arms, the fifth division (Miles and Richardson's brigade) on the left, at Blackburn's ford to Centerville, and Schock's brigade, of Tyler's division, on the left of the road, near the stone bridge, not participating in the main action. The numbers opposed to us have been

variously estimated, I may safely say, and avoid even the appearance of exaggeration, that the enemy brought up all he could which were not kept engaged elsewhere. He had notice of our coming on the 17th, and had from that time until the 21st to bring up whatever he had. It is known that in estimating the force to go against Manassas, I engaged not to have to do with the enemy's forces under Johnston, then kept in check in the valley by Major General Patterson, or those kept engaged by Major General Butler, and I know every effort was made by the General-in-Chief that this should be done, and that even if Johnston joined Beauregard, it would not be because he could be followed by General Patterson, but from causes not necessary for me to refer to, if I knew them all. This was not done, and the enemy was free to assemble from every direction in numbers only limited by the amount of this railroad rolling stock and his supply of provisions. To the forces, therefore, we drove in from Fairfax Court-House, Fairfax station, Germantown and Centerville, and those under Beauregard at Manassas, must be added those under Johnston from Winchester, and those brought up by Davis from Richmond and other places at the South, to which is to be added the levy en masse ordered by the Richmond authorities, which was ordered to assemble at Manassas. What all this amounted to, I cannot say—certainly much more than we attacked them with.

"I could not, as I have said, more early push on faster, nor could I delay. A large and the best part of my forces were three months' volunteers, whose term of service was about to expire, but who were sent forward as having long enough to serve for the purpose of the expedition. On the eve of the battle the fourth Pennsylvania regiment of volunteers and the battery of volunteer artillery of the New York eighth militia, whose term of service expired, insisted on their discharge. I wrote to the regiment, expressing a request for them to remain a short time, and the Hon. Secretary of War, who was at the time on the ground, tried to induce the battery to remain at least five days. But in vain. They insisted on their discharge that night. It was granted, and the next morning, when the army moved forward into battle, these troops moved to the rear of the enemy's cannon."

"In the next few days, by day, I should have lost ten thousand of the best armed, drilled, officered and disciplined troops in the army. In other words, every day which added to the strength of the enemy made us weaker."

"In conclusion, I desire to say, in reference to the events of the 21st ult., that the general order for the battle to which I referred was, with slight modifications, literally conformed to, that the corps were brought over Bull Run in the manner proposed, and put into action as before arranged, and that up to late in the afternoon every movement ordered was carried out successfully to the object we had proposed before starting—that of getting to the railroad leading from Manassas to the valley of Virginia, and going on it far enough to break up and destroy the communication and interviews between the forces under Beauregard and those under Johnston. And could we have fought a day or a few hours sooner, there is everything to show how we could have continued successful, even against the odds with which we contended."

APPROPRIATIONS.—At the recent session of Congress, \$275,000,000 were appropriated, of which \$175,000,000 were for the Army, \$47,000,000 for the Navy, and the balance (\$53,000,000) for miscellaneous items.

SOUTHERN ITEMS ABOUT THE BATTLE.

The national officer of "high rank" who is reported to have been found on the field at Bull Run with \$750 in gold in his person, proves to have been Quartermaster O'Brien.

The N. O. *Picayune* of July 27 publishes a letter from Manassas, dated July 23, which contains the following: "From a very accurate report, just placed in my possession, it would appear that our loss in killed on the field was only between 500 and 600. This is a great loss, it is true, for they were the bravest of the army, and from the splendor with which they charged, were the best targets of the enemy. Our wounded will number between 2,000 and 3,000. Very many of them are only slightly hurt in the hand, foot, arm, &c."

Major Wheat was severely wounded, but not killed. The ball entered the left side and passed through his body. Notwithstanding the severity of the wound, the Major is slowly but surely recovering.

The Raleigh Register sums up the North Carolina 6th regiment, Col. Fisher, as follows: Killed, 15; mortally wounded, 7; severely wounded, 25; slightly wounded, 21; missing, 1. Total, 69.

A number of others received slight injuries, not worth mentioning in this report.

SOUTHERN ITEMS.

Captain James K. Lee, of the second Virginia regiment, wounded at the first battle of Bull Run, died at Manassas on Friday last. The body was to be brought to Richmond, and there interred.

Second Lieutenant Willie Preston Mangum, Company H, of the sixth North Carolina regiment, died on Tuesday of the injuries received in the late battle at Manassas. Lieutenant Mangum was a son of ex-Senator Willie P. Mangum, of North Carolina.

The Memphis (Tenn.) *Bulletin*, of the 3d instant says:

A mutiny occurred among the Polish brigade of Louisiana volunteers yesterday. Two companies disbanded, and commenced fighting among themselves. Eight were killed, and several wounded. The Perry Hotel was riddled. It appears that the citizens were overpowered, and were unable to quell the riot, when Mayor Prewett telegraphed to this city for aid.

It is said that Gen. Heintzelman in his report of the battle of the division in the battle of Bull Run, avers that the Ellsworth Zouaves broke, on the enemy's first fire, (from an Alabama regiment,) and never formed again throughout the day.

The following is a list of the masters (in the Navy) recently promoted to be Lieutenants by the President and Senate, viz: E. A. Selden, H. D. Todd, Jas. M. Pritchett, Edward Terry, C. J. Graves, Francis M. Bounce, Myron Wilson, Henry B. Seely, Frederick W. McNair, Jno. W. Kelly, Arthur R. Yates, Clark Merchant, Henry P. Miller, Allen V. Reed, John Adams Howell, Charles L. Franklin, Henry L. Howison, George Dewey, Joshua Bishop, Geo. P. White, Henry Martin Blue, Albert Kantz.

The Senate in acting on the naval nominations recently made by the President, rejected those of Commander Samuel Lockwood to be a Captain, and Lt. Wm. H. Hall to be a Commander.

WRAPPING PAPER
FOR SALE AT THIS OFFICE.

Proposals for Army Wagon and Ambulance Harness.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,
Corner of Howard and Mercer streets,
New York, August 3, 1861.

PROPOSALS will be received at this office for furnishing, by contract, Army Wagon Harness.

The proposals should state the price at which they can be furnished at the places of manufacture, and the price at which they can be delivered at this depot, the number which can be made by the bidder within one month after receipt of the order; also the number which he can deliver within one week.

The harness must exactly conform to the following specifications, and to the established patterns:

Four-mule harness as follows, to wit:

WHEEL.

Two Collars.—Breach straps 3 feet 6 inches long, 3 inches wide, sewed into 14-inch rings of 3 inch iron; hip straps 3 feet 11 inches long, 2 1/2 inches wide; stay pieces 2 feet long, 2 1/2 inches wide, with 1 1/2 inch buckles; cross straps to buckle into stay pieces, 5 feet long, 1 1/2 inch wide; side straps 4 feet long, 1 1/2 inch wide; the straps 15 inches long, 1 inch wide, tapering to a point.

Two Belly Bands.—Long side 2 feet 8 inches long, 2 inches wide, with a 2 inch buckle; short side 1 foot 5 inches long, 2 inches wide.

Two Hair Collars.—18 to 19 inches long, with double straps and safe leathers and buckles 1 inch wide.

Two Pair of Strong Hames to suit, made of white oak rind, ironed with hooks, breast rings 12 inch square, staples and line rings.

Two Pair of Hame Straps.—Lower one 5 feet 6 inches long, 3 inch wide, upper one 4 feet 6 inches long, 2 inch wide.

Two Bridles.—Crown piece 2 feet long, 1 1/2 inch wide; cheek pieces each 10 inches long, 1 1/2 inch wide; front piece 11 1/2 inches long, 1 1/2 inch wide; stay pieces, from blinds to crown pieces, 16 inches long, 1 1/2 inch wide; no e pieces 11 inches long, 1 inch wide; blinds 8 inches long, 5 1/2 inches wide; reins, long side 4 feet long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, tinned mullen, to weigh 1 1/2 lbs to the dozen.

Two Pair Chain Pipes, 2 feet long, 2 1/2 inches wide.

Two Pair Trace Chains, 7 feet long, 16 links to the foot, of No. 3 iron, with T on one end, weight 7 1/2 to 8 lbs. per pair, twisted or straight.

One Pair of Breast Chains, 22 inches long, 14 links to the foot, of No. 3 iron. Twisted.

Two Neck Straps, 3 feet 1 inch long, 2 1/2 inches wide, with 1 1/2 inch buckle.

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot, of No. 4 iron, T and loop to be riveted on to the neck strap. Twisted.

One Saddle, made on Attakapas tree, head, gullet and cantle, iron, covered in the usual way, with half-tanned horse-hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 3 inches long, 2 1/2 inches wide, with a 2 1/2 inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1 1/2 inch wide; these straps are placed one on each side of the saddle tree; one end is tied to the front part of the bar, the other end to the extension of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1 1/2 inch wide, with 1 1/2 inch buckles; stirrups, malleable iron, tinned, bolt eye pattern, to weigh 1 1/2 lbs to a dozen pair.

LEAD.

Two Collars, 17 to 18 inches long, made the same as for wheel harness.

Two Pair of Hames, 20 suit, of same material as for wheel harness, ironed, with hooks, breast rings, and line rings, with straps as in wheel harness.

Two Bridles same as for wheel harness.

Two Neck Straps and Chains, same as for wheel harness.

Two Belly Bands, same as for wheel harness.

Two Pair Chain Pipes, same as for wheel harness.

Two Cruppers and Hip Straps, back strap 5 feet long, tapering from 3 1/2 inches to 8 1/2 inches wide, hip straps each 2 feet 4 inches long, 1 1/2 inch wide, each with a hook at one end.

Two Back Bands, 3 feet 4 inches long, 3 1/2 inches wide.

Two Martingales, 4 feet long, 1 1/2 inch wide, to buckle into the bit.

One coupling Strap, 5 feet 6 inches long, 1 inch wide.

One Check Rein, 4 feet long 1 inch wide, to buckle into the bit at each end, with a ring sewed in the centre to receive the lead line.

One Lead Line, 21 feet long, 1 inch wide, with a buckle at one end and an 8-inch loop at the other.

One Whip, heavy plated horse hide, 6 feet 6 inches long.

One Horse Brush, oval, of bristles, — by — inches.

One Curry Comb, No. 222 8 bar.

The whole to be packed in a box about 18 inches wide, 17 inches deep, 34 inches long, made of 1 inch stuff, coopered, wood hoops or iron, as may be required.

Four-horse harness as follows, to wit:

WHEEL.

Two Collars.—Breach straps 8 feet 8 inches long, 3 1/2 inches wide, sewed into 4-inch rings of 3 inch iron; hip straps 4 feet long, 3 inches wide; stay pieces 2 feet 2 inches long, 3 inches wide, with 1 1/2 inch buckles; cross straps to buckle into stay pieces, 6 feet long, 1 1/2 inch wide; side straps 5 feet 6 inches long, 1 1/2 inch wide; hip straps 15 inches long, 1 1/2 inch wide, tapering to a point.

Two Belly Bands.—Long side 2 feet 4 inches long, 2 inches wide, with a 2 inch buckle; short side 1 foot 6 inches long, 2 inches wide.

Two Hair Collars, 22 to 23 inches long, with double straps and safe leathers and buckles 1 inch wide.

Two Pair of Strong Hames to suit, made of white oak rind, ironed with hooks, breast rings 12 inch square, staples and line rings.

Two pair Hame Straps.—Lower one 5 feet 6 inches long, 3 inch wide, of alum tanned leather.

Two Bridles.—Crown piece 2 feet 2 inches long, 1 1/2 inch wide; cheek pieces each 10 inches long, 1 1/2 inch wide; front piece 12 1/2 inches long, 1 1/2 inch wide; stay pieces; from blinds to crown pieces, 12 inches long, 1 inch wide; blinds 6 inches long, 6 inches wide; reins, long side 4 feet 2 inches long, 1 inch wide; short side 2 feet long, 1 inch wide, with 1 inch buckle; bits, tinned mullen, to weigh 1 1/2 lbs. the dozen.

Two Pair Chain Pipes, 2 feet 6 inches long, 2 1/2 inches wide.

Two Pair Trace Chains, 7 feet long 14 links to the foot, of No. 2 iron, twisted or straight, with T on one end, weight 9 lbs. per pair.

One pair of Breast Chains, 28 inches long, 14 links to the foot, of No. 1 iron. Twisted.

Two Neck Straps, 5 feet 6 inches long, 2 1/2 inches wide, with 2 1/2 inch buckle.

Two Neck Chains, 4 feet 6 inches long, 14 links to the foot, twisted No. 4 iron, T and loop to be riveted on to the neck strap, swirl in the chain.

One Saddle, made on Attakapas tree, head, gullet, and cantle ironed, covered in the usual way with half-tanned horse-hide; flaps 20 inches long, 16 inches wide; surcingle 7 feet 5 inches long, 2 1/2 inches wide, with a 2 1/2 inch buckle on one end, to be fastened to the saddle by being riveted to two curved straps 1 1/2 inch wide; these straps are placed one on each side of the saddle tree, one end is tied to the front part of the bar behind the cantle, Spanish saddle fashion; stirrup leathers 4 feet 7 inches long, 1 1/2 inch wide, with 1 1/2 inch buckles; stirrups, malleable iron

tinned, bolt eye pattern, to weigh 1 1/2 lbs. to a dozen pair.

LEAD.

Two Collars, 20 to 22 inches long, made the same as for wheel harness.

Two Pairs of Hames to suit, of same material as for wheel harness, ironed, with hooks, breast-rings, and line-rings, with straps as in wheel harness.

Two Neck Straps and Chains, same as for wheel harness.

Two Belly Bands, same as for wheel harness.

Two Pair Chain Pipes, same as for wheel harness.

Two Pair Trace Chains, same as for wheel harness.

Two Cruppers and Hip Straps.—Back strap 6 feet long, tapering from 3 1/2 inches to 8 1/2 inches wide. Hip straps with buckles each 3 feet 8 inches long, 1 1/2 inch wide, with wrought hooks.

Two Back Bands, 3 feet 7 inches long, 3 1/2 inches wide.

Two Martingales, 4 feet long, 1 1/2 inch wide, to buckle into the bit.

One coupling Strap, 5 feet 6 inches long, 1 inch wide.

One Check Rein, 4 feet 1 inch long, 1 inch wide, to buckle into the bit at each end, with ring sewed in the centre to receive the lead line.

One Lead Line, 21 feet long, 1 inch wide, with a buckle at one end and an 8-inch loop at the other.

One Whip, heavy plated horse hide, 6 feet 6 inches long.

One Horse Brush, oval, of bristles, — by — inches.

One Curry Comb, No. 212, 8 bar.

The whole to be packed in a box about 21 inches wide, 18 inches deep, 34 inches long, made of 1-inch stuff, coopered, wood hoops or iron, as may be required.

The whole to be made of the best material, sewing to be made with good waxed thread, and subject to inspection during the process of manufacture, and also when finished.

When 6-horse harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crupper and hip straps, back bands and coupling straps are doubled; one bearing chain 3 feet long, 14 links to the foot, of No. 4 iron, with a T on each end added, and lead line to be 30 feet long.

The whole to be made of the best material, sewing to be made with good waxed thread, and subject to inspection during the process of manufacture, and also when finished.

When 8-mule harness is required, the lead collars, bridles, hames, neck straps, belly bands, chain pipes, trace chains, crupper and hip straps, back bands, and coupling straps are doubled; one bearing chain 3 feet long, 14 links to the foot, of No. 4 iron, with a T on each end added; and lead line to be 28 feet long.

Proposals will also be received for making and delivering ambulance harness for two or four mule or horse teams—a specification of which will be hereafter furnished.

Forms of proposals and guarantee will be furnished on application at this office, and none will be considered that do not conform thereto. The privilege is reserved by and for the United States of rejecting any proposal that may be deemed extravagant.

Proposals will be endorsed on the envelope enclosing them, "Proposals for Furnishing Army Wagon and Ambulance Harness," and addressed to Major D. H. VINTON, Aug 9—11

Quartermaster U. S. Army.

Machinery for Screw Steam Sloops.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION,
August 6, 1861.

SEALED PROPOSALS will be received by this Bureau until 4 o'clock, the 5th of September, 1861, for the construction of the Machinery of the United States screw steam sloops "OSPREY," at the Kittery Navy Yard, "HOUSTON," at the Charleston Navy Yard, "ADONDAK," at the New York Navy Yard, and "JUNATA," at the Philadelphia Navy Yard.

These proposals must be endorsed "Proposals for Machinery of Screw Steam Sloops," that they may be distinguished from other business letters. No proposals will be considered except from proprietors of marine engine building establishments, and the reputation of those which have constructed successful machinery of this character will be the weight to which it is entitled. Establishments not known to the Navy Department as builders of marine engines will, if they propose, be required to furnish satisfactory evidence of their experience and ability.

Parties desiring to make bona fide propositions will receive, on application to the Bureau, a copy of the specifications of the work to be done, and of the contract under the provisions of which they will be required to execute it. Drawings can be seen at the office of the Engineer-in-Chief, and, if convenient, photographic copies of the same will be sent with the specifications.

The proposals must be for the machinery of each vessel separately, with a statement of the 1st. Of the number of vessels for which the bidders desire to construct machinery, leaving to the Department the right of selection. This is preferred, though a bid for a specific vessel, exclusive of the others, will be considered.

2. Of the sum for each vessel by name for which the entire work will be completed, agreeably to the specifications, drawings, and contract.

3. Of the number of consecutive days from date of notification of acceptance of contract within which the bidder will contract to complete the machinery on board and ready for sea service, provided the vessel be placed at his command within a certain number of consecutive days from the date of said notification, which number he will state in the proposal.

4. The bidder will state, in the event of the vessel not being placed at his command within the stipulated time from date of notification of acceptance of contract, the number of consecutive days within which he will contract to complete the machinery on board ready for sea service from the date he shall be notified that the vessel is at his command.